

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR (Azerbaijani SSR)

DATE DISTR. 26 Feb- 1952

SUBJECT Sumgait Airfield

NO. OF PAGES 2

PLACE ACQUIRED

25X1

NO. OF ENCLS. 1 (2 pages)
(LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO. [REDACTED]

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1. The Sumgait airfield (40°33' N/49°37' E), Azerbaijan S.S.R., was located about 2 km north of the railroad station and 100 meters west of the railroad line. On occasion of a truck ride past the installation some hangars, a runway and a number of small brick buildings were seen.
2. There was day and night flying at the field with biplanes, trainers, fighters and twin-engine aircraft. Jet fighters were also seen there. Up to 20 planes were frequently aloft at the same time. Fighters equipped with both radial and in-line engines were noticed.
3. According to PWs who worked at the field, at least 500 to 600 planes were stationed there.
4. Individual biplanes and jet fighters flying in formations of up to nine planes were seen over Sumgait airfield. The jet fighters taking off from and landing at the field after the end of 1947 were not of the swept-back type.
5. The Sumgait airfield, about 3 1/2 km square, had a concrete runway, an administration building, wooden sheds, a work shop and an ammunition and a fuel dump. Tents were also seen there. The airfield personnel, an estimated 500 to 600 men, included 100 to 150 technical personnel, 150 drivers and mechanics, 200 to 250 flying and ground personnel in addition to AAA soldiers and 25 men attached to the administration. The airfield personnel were quartered at the field.
6. The two sidings branching off from the double-track main line had a capacity of 80 railroad cars each. The airfield approach road branching off from the highway led around the entire installation and was provided with an asphalt surface in its eastern and southern sections.

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Next Review Date: 2008

Document No. 010
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7. A concrete runway was completed in the spring of 1948. The construction of a second runway was planned. The improvement of the airfield was scheduled to be completed during the next five years. The necessary plans were expected to arrive in late 1949. The construction of a pipe line from the airfield sidings to the runways was planned.
8. The landing field proper was 2 km square and had a loamy and rocky subsoil. After sustained rainfalls hardly half of the landing field was usable. From 15 to 20 concreted revetments were on the north-eastern section of the field and on its eastern border.
9. Emplacements of 76.3 or 88-mm AA guns were located around the field.
10. A ground attack unit equipped with 30 to 40 IL-2s seemed to be located at the field in the spring of 1948 and in late 1949. Formations of various types and strength made intermediate landings at the field, single-engine fighters, ground attack aircraft, twin-engine bombers and transports being seen. The latter aircraft carried parachutists. Most of these formations approached from the east and continued their flights westward after refueling and loading ammunition. Once in late 1947 three jet fighters with swept-back wings landed at the field.
11. Individual and formation flights, practice bombing in the mountains west of the field, firing at towed air sleeves, low-level attacks and firing at ground and sea targets were seen.

1 Annex: Location and Layout Sketch of Sumgait Airfield.

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